



STAFF REPORT TO THE COLFAX CITY COUNCIL

FOR THE FEBRUARY 14, 2018 COUNCIL MEETING

FROM: Wes Heathcock, City Manager
PREPARED BY: Dane Schilling, City Engineer
DATE: February 14, 2018
SUBJECT: Presentation for S. Auburn St. and I-80 Roundabout Project – Supplemental Memo

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RECOMMENDED ACTION: Receive presentation and provide input on the S. Auburn St. & I-80 Roundabout Project

BACKGROUND AND DISCUSSION:

On February 7, 2018 staff and consultants held a Public Workshop at City Hall to discuss the scope of the project and history. The meeting was broadcast and attended by residents, business owners, and business operators, and the workshop was televised. Various discussions concerning traffic impacts, pedestrian movements, construction impacts, funding, and the project nexus transpired. A summary of questions and answers have been summarized and attached. The summary will also be posted to the City's website for access to residents who could not attend the workshop. Staff will be continuing to meet and discuss the project with residents and business owners as the design progresses.

FISCAL IMPACT:

No fiscal impact at this time.

ATTACHMENTS:

1. Summary of Questions and Comments Received from Public Workshop #1.



**FAQs/Comments Received
PUBLIC WORKSHOP #1
South Auburn Street & I-80 Roundabout
City of Colfax
Date: 02/07/2018**

Overall

Q: Will traffic jams on I-80 cause South Auburn Street to back up as well because of the roundabout?

A: The roundabout will not cause the on-ramp to I-80 to operate any differently after construction.

Q: Have you considered alternate locations for the roundabout?

A: Yes, however, based on traffic studies and existing conditions at other nearby intersections, such as SR-174/South Auburn Street, the best location for the roundabout is South Auburn Street at the I-80 on/off ramps.

Q: What is the purpose of the project? Is it because of the new development going in? Is it because of Caltrans?

A: The project will relieve traffic congestion at the current intersection. Even without the new development, the need for improvements is still there.

Q: Can the City advertise the project more publicly so everyone has a chance to voice their concerns prior to construction?

A: The City will keep the website updated with the latest information about public meetings, project updates, and frequently asked questions.

Q: Why do we need the roundabout?

A: The roundabout will relieve traffic congestion at the current intersection. The alternative to the roundabout design would be constructing signals. However, constructing signals at this location would negatively impact other nearby intersections.

Q: Where is the funding for the roundabout coming from?

A: The budget for the project is covered by federal grants, Caltrans SHOPP funds, and Placer County transportation funds, as well as developer impact fees. No money from the City's general fund is being used for the project.

Q: When you said 70% of people have negative views of roundabouts before construction, but after construction 70% of people have positive views of roundabouts, where did you get those statistics?

A: Those statistics come directly from the Federal Highway Administration (FHWA).

Overall (cont.)

Q: Will the roundabout design still work 20 years from now?

A: Yes, the design has been done to account for a 20-year traffic forecast.

Q: What is the level of service before and after the roundabout?

A: The level of service of the intersection is currently a D. After construction, the level of service will be an A before the new development is constructed and becomes a B after the new development is constructed.

Q: Will truck traffic increase in the area due to the roundabout?

A: There is no anticipated increase in truck traffic due to the roundabout. The trucks will still be able to navigate through the roundabout by utilizing the truck apron in the central island.

Roadway Features

Q: Will the two-way left turn lane allow for left turns into existing developments on both sides of South Auburn Street?

A: Yes, the two-way left turn lane will allow for drivers to turn left into driveways on both sides of the street, regardless of direction of travel.

Q: Will there be a sidewalk added to the eastern side of South Auburn Street?

A: Due to grade concerns and potential property impacts, we are planning to maintain the existing asphalt walkway on the east side of the street.

Q: The crossing will put pedestrians in the middle of the street. Will that be unsafe?

A: The crossing will have extra signage to warn drivers ahead of time, and a push button could be placed to add lights to notify vehicles that a pedestrian is crossing.

Q: How big is the two-way left turn pocket south of the on/off ramps?

A: The two-way left turn pocket will fit approximately three cars.

Q: Can you turn the crosswalk into an overpass?

A: An overpass at that location would require long pedestrian ramps and tall concrete abutments/columns that would impede driver vision of nearby businesses.

Business Owner Concerns

Q: How will businesses be affected during construction? Are driveways for nearby businesses going to be blocked or closed during construction?

A: The City will work to minimize impacts to nearby businesses during construction. If driveways need to be closed, the City will work with the owner to determine the best times for closures.

Q: If the new development creates a throughway connecting to the existing parking lots at Colfax Mall, people will use the parking lot as a street.

A: A throughway would require stop signs, speedbumps, and other traffic calming features to minimize speeds for this reason. This would only provide an alternative access point, not necessarily a preferred route.

Intersections Outside Project Limits

Q: Turning left onto South Auburn Street from Whitcomb is difficult. However, the stop sign creates gaps in the cars to make it easier. With the roundabout, there will be no gaps. How will we turn left onto South Auburn Street?

A: Gaps will still be created by the speeds in which people utilize the roundabout, cars entering the freeway, and pedestrians crossing the street at the new crossing.

Q: Did the traffic study include Whitcomb?

A: The Whitcomb Ave. & South Auburn Street Intersection is outside the project scope of improvements and was not included in the traffic study analysis. Traffic volumes from South Auburn Street entering the roundabout were counted. That volume is the cumulative volumes of Whitcomb Ave. and South Auburn Street south of Whitcomb Ave. that will enter the roundabout.

Q: Can a thru arrow be added at Northbound Highway 174 to the Mountain Village Property?

A: As this is outside the project limits and in Caltrans right of way, the City will need to discuss this with Caltrans and let them take action on it.

